Santa Barbara

GENERAL PLAN

DRAFT 2013 Adaptive Management Program

Introduction

Background

Adaptive management is best understood as an information feedback loop that tracks the effectiveness of policies and management actions toward meeting objectives, and then uses the results to adjust policies as needed.

The purpose of the City of Santa Barbara's *Adaptive Management Program (AMP)* is to ensure that timely policy adjustments can be made to the *Santa Barbara General Plan (GP)*, rather than infrequent, major reactive updates. This document is organized by general plan element. Each section features the element's most representative goal, selected policies that aim to achieve this goal, community indicators that can be tracked to help measure the progress and success of the referenced policies, and targets pertaining to the policy objective where appropriate.

Methodology

While countless indicators could be constructed and monitored, the number of metrics was distilled to twenty one to make this report concise, with emphasis put towards sustainability-related goals and policies. Because overlaps exist among general plan goals, some indicators measure multiple policies and general plan goals.

Some goals and metrics include quantitative targets. An example is the State-mandated 20 x 2020 water demand requirement, which targets a 20% reduction in per capita water demand by the year 2020. Indicators that measure outcomes influenced not just from City policy, but also factors beyond the City's control, are not appropriate for quantitative targets so the target columns for these are marked "Not Applicable." Other indicators are within the City's control, but lack defined targets and are denoted "?", to suggest that target adoption should be considered.

Although most indicators featured in this report are community-wide, City operations indicators are included when specific targets exist and to assess whether the City is "leading by example." For instance, the *City operations Greenhouse Gas (GHG) emissions* indicator evaluates both the City's progress towards achieving *U.S. Mayors' Climate Protection Agreement* emission reduction targets and the City's contribution to community-wide AB 32 targets.

For this initial report, indicators are restricted to existing data sources and reports, both to set a baseline and limit the City resources needed to compile this document annually. It is recognized that the utility of the AMP is enhanced with consistent, replicable indicators. However, future reports may include alternative metrics if new data become available, alternative indicators are considered more appropriate or new resources are dedicated to monitoring. Additionally, some data are collected infrequently and may not be included in future annual reports when new data are not available. As an example, the Greenhouse Gas (GHG) inventory is expected to be updated every five years.

The primary limitation of this document is the availability of current, accurate data. Recent City data is prioritized over other sources and includes City-wide P3 performance-measuring reports and department specific initiatives, such as the water management program. Other data sources include the US Census American Community Survey (ACS) 1 year projections and 2010 Greenhouse Gas Inventory found in the *2012 City of Santa Barbara Climate Action Plan*.

It should be noted that the yearly change (% Change) data is intended to be a simple snapshot, and it may highlight short-term volatility and over-look long-term trends. An example of this is found in the *per capita water demand* indicator. Given that water demand is directly influenced by total annual rainfall, a yearly change in water use may reflect variance in annual precipitation, rather than long-term water demand trends. When appropriate, indicators feature graphs with trend data to provide context to annual changes.

Recommendations

Staff recommends that the annual AMP report be presented to the joint Planning Commission / City Council meeting for review. Should any alterations to the *General Plan* be considered, those recommendations would then be forwarded to Council for consideration and formal action.

Land Use Element

Goal:

Resource Allocation. Achieve a balance in the amount, location and type of growth within the context of available resources including water, energy, food, housing, and transportation.

Policy:

Limit Nonresidential Growth (GP LG2). Establish the net new nonresidential square-foot limitations through the year 2030 at 1.35 million square feet, and assess the need for increases in nonresidential square footage based on availability of resources, and on economic and community need through a comprehensive Adaptive Management Program.

Indicator	2011	2012	Target	Unit	Cumulative
Total net new nonresidential development[1]	-10,702	**26,737**	<1.35 million cumulative by 2033	Square feet	N/A

Significance of this indicator:

Limiting *total net new nonresidential development* is the central element of the City's Growth Management Program (GMP), which aims to balance residential and nonresidential growth in the City, and limit adverse effects of growth on resources while providing for economic and community needs.

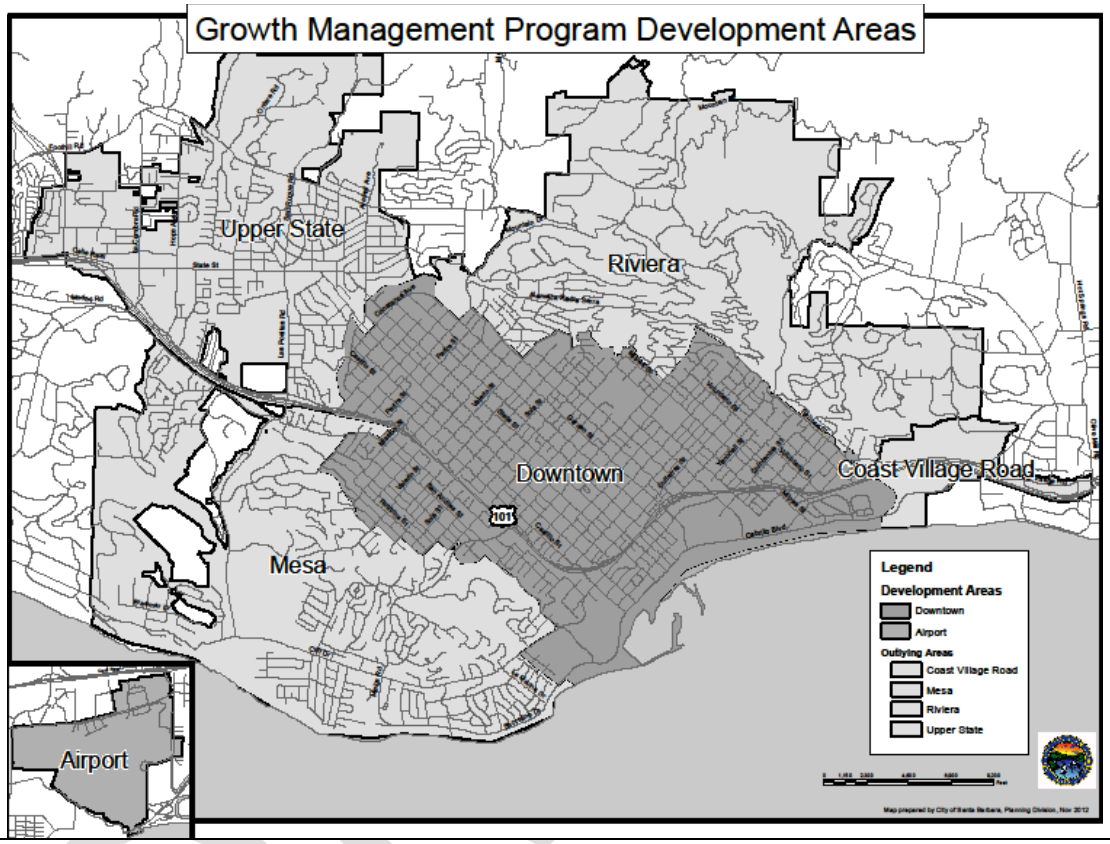
The implementing ordinance begins April 11, 2013 and remains in effect until December 31, 2033. 2011 and 2012 data are included to set a baseline. Cumulative net new nonresidential growth is not applicable given that the program begins in 2013 and data are from 2011 and 2012. The City's growth management program includes the following development categories and square footage allotments, which will be monitored in future AMP reports:

Category	Allotted	Used	Remaining	Unit
Small Addition[2]	400,000	N/A	400,000	Square Feet
Vacant Property	350,000	N/A	350,000	Square Feet
Community Benefit	600,000	N/A	600,000	Square Feet

[1] *Source:* Community Development Department

[2] Small Additions development is limited to an annual 20,000 square feet of nonresidential development, although unused, expired or withdrawn development square footage may be rolled over to the following year's allotment.

In an effort to best manage the City's transportation resources and maximize capacity, the growth management program divides the City into development areas. A map of these development areas and the location of new non-residential development, number of projects with project-specific impacts and number of denied projects in 2012 are found below:



2012	Downtown	Upper State	Mesa	Riviera	Coast Village	Airport
Location of new nonresidential development (ft²)	25,944 (97%)	626 (2.3%)	0 (0%)	0 (0%)	167 (0.6%)	0 (0%)
Projects with project-specific traffic impacts	N/A	N/A	N/A	N/A	N/A	N/A
Rejected projects[1]	N/A	N/A	N/A	N/A	N/A	N/A

Conclusion/Recommendation:

When applicable, 2011 and 2012 data is included to set a baseline for future AMP reports. Given that the implementing ordinance has not yet been adopted, no conclusions can be drawn.

[1] Includes only projects that are rejected because of traffic congestion issues

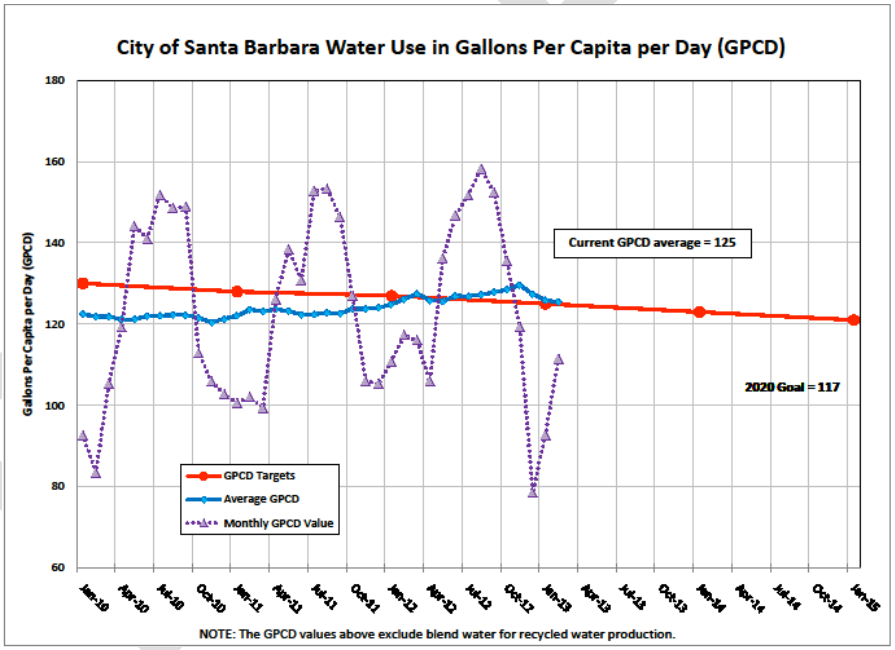
Policy:

Live Within Our Resources (GP LG3). New development shall be monitored to ensure that we are living within our resources through a comprehensive Adaptive Management Program.

Indicator	2011WY[1]	2012WY	Target	Unit	% Change
Per capita water demand[2]	123	**128**	117 by year 2020	Gallons per day	+4.1

Significance of this indicator:

Per capita water demand illustrates the City's progress towards achieving the state-mandated 20 x 2020 target, which requires a 20 percent reduction in per capita water demand to 117 gallons per day by 2020. The 2012 value is somewhat above the projected target, which is expected given local rainfall was 40% below average for the year. As a result, there was an increase in water demand for irrigation. An 8.6% reduction from the 2012 value is needed by 2020 to achieve the 20 x 2020 target. Recent per capita water demand trends are shown below:



Conclusion/Recommendation:

There was a slight increase in per capita water demand during the 2012WY due to low annual rainfall. The start of the 2013 WY indicates a downward trend in per capita water demand. Our community is on track to meet the 20 x 2020 requirement.

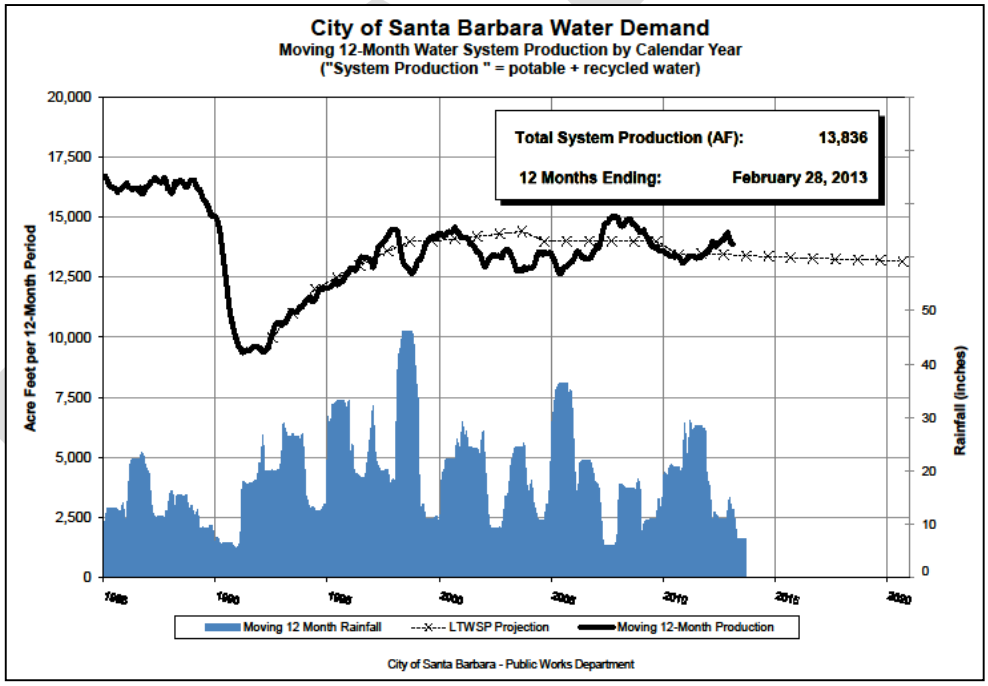
[1] The Water Year (WY) runs from October 1st to September 30th.

[2] Excludes blend water for recycled water production. *Source:* Water Conservation Department, 2012 Water Supply Management Report

Indicator	2011WY	2012WY	Target	Unit	% Change
Water resource capacity used[1]	13,351	**14,096**	13,444	Acre Feet	+5.6
	86.93	**91.78**	87.54	Percent of capacity	+5.6

Significance of this indicator:

Water resource capacity used reflects total citywide water demand and highlights the impact new development has on the City's water supply resources, to assure that the City is living within our water resources. Water production is assumed to equal water demand. This indicator assumes an annual average water capacity of 15,358 Acre Feet (includes a 10% safety margin), as defined in the *2010 Plan Santa Barbara FEIR.* Variance in annual rainfall naturally causes changes in this indicator from year to year. This is highlighted by the 2012 system water demand, which was above the *Urban Water Management Plan* target of 13,444 Acre Feet due to below average annual rainfall, which caused an increase in irrigation. The chart below shows recent total water system production, annual rainfall and the *Long Term Water Supply Plan (LTWSP)* projected water demand values:



Conclusion/Recommendation:

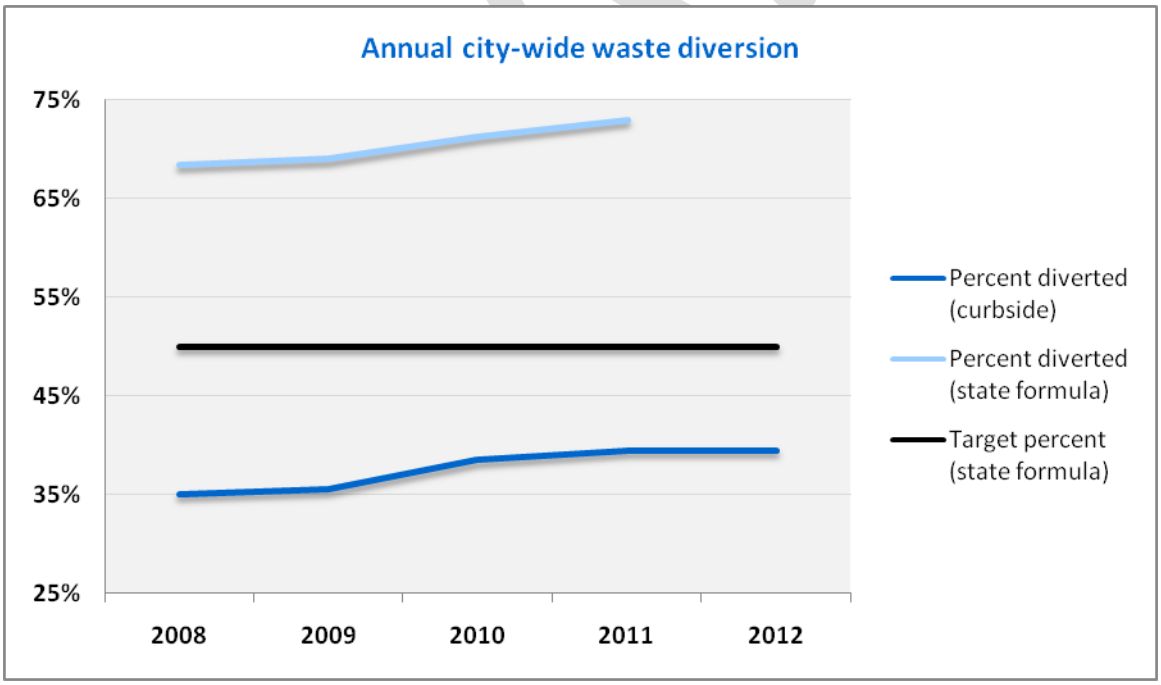
Citywide water use was close to projected use during the 2012 WY and within managed water supply capacity. The beginning of the 2013 WY suggests a downward trend. Community is on trend to maintain water use average within managed capacity over time.

[1] *Source:*2011 and 2012 Water Supply Management Report

Indicator	2011	2012	Target	Unit	% Change
City-wide waste diverted from the Tajiguas Landfill[1]	73.0	**N/A**	50	Percent of waste (state formula)	+2.4
	39.5	**39.5**	?	Percent of waste (curbside)	0
	35,749	**36,495**	?	Tons of waste	+2.1

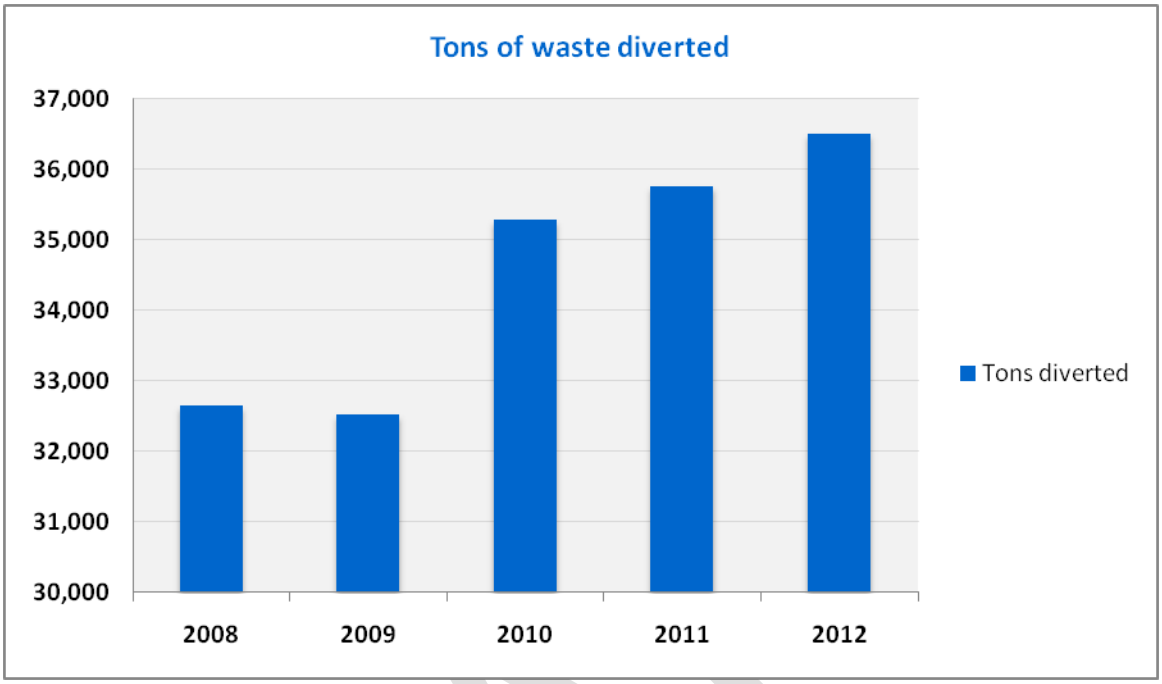
Significance of this indicator:

City-wide waste diverted from the Tajiguas Landfill reflects the City's waste reduction, green initiatives and goal of extending the limited remaining capacity at the Tajiguas landfill, to assure that the City operates within its waste management resources. Both the state formulated diversion rate, as well as curbside diversion, is included in this indicator. The State diversion rate is a function of actual disposal as a percentage of waste generation estimates. These waste generation estimates are based primarily on economic estimates. State formulated waste diversion rates are not yet available for 2012. Curbside diversion rates feature more accurate data as the values are calculated with actual franchise waste generation and disposal data. Recent diversion rates are shown in the graph below:



[1] *Source:* Environmental Services Department.

Tons of waste annually diverted from the landfill is shown in the graph below:



Conclusion/Recommendation:

The City remains in compliance with State law and has achieved and exceeded the state formulated diversion targets. Over the past five years, tons of waste diverted has increased by 12%. However, the City is still disposing of (burying in the landfill) thousands of tons of "divertable" material each year, so waste diversion programs and efforts should continue to be supported and expanded.

Policy:

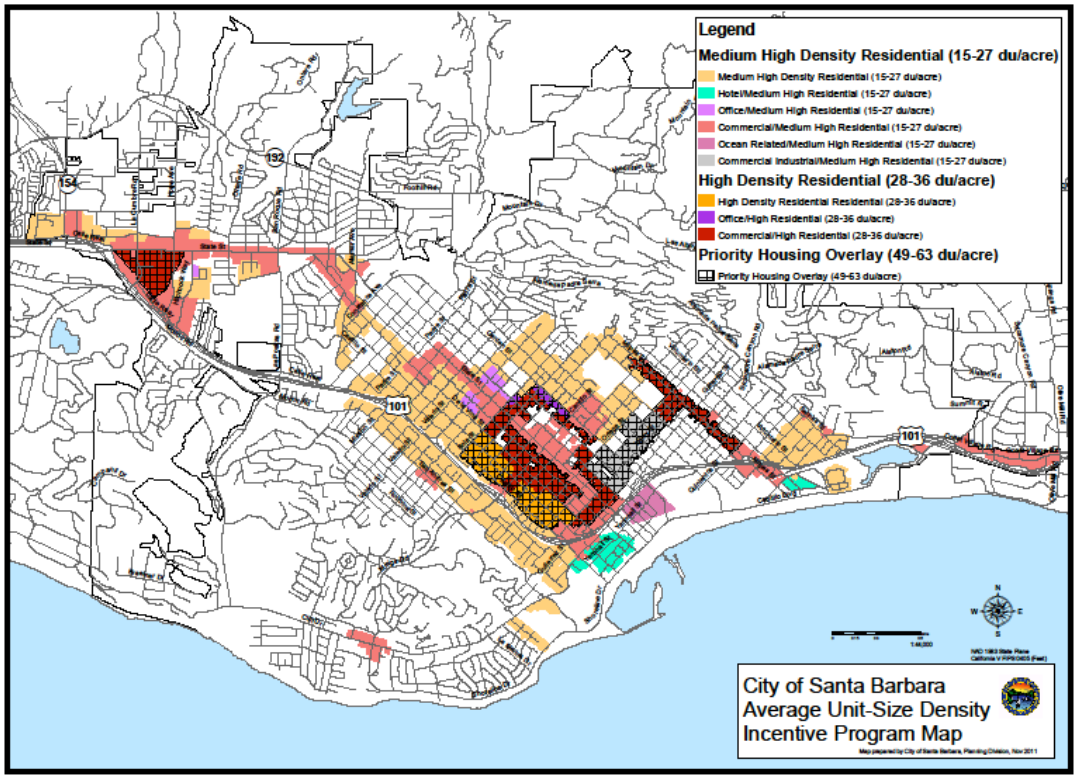
Location of Residential Growth (GP LG6). Encourage new residential units in multi-family and commercial areas of the City with the highest densities to be located in the Downtown, La Cumbre Plaza/Five Points area and along Milpas Street.

Indicator	2011	2012	Target	Unit	Cumulative
Number of units developed in the High Density designations and/or Priority Housing Overlay [1]	N/A	**N/A**	<250 in 8 years	Housing Units	N/A

Significance of this indicator:

The *Number of units developed in the High Density designations and/or Priority Housing Overlay* evaluates the Average Unit-Size Density Incentive Program (AUD) and Priority Housing Overlay. These programs incentivize smaller unit sizes and higher densities to focus the location of growth adjacent to transit and commercial uses, conserve resources and encourage workforce housing.

The implementing ordinance has not yet been adopted, so data are not applicable for this indicator. A map of the AUD *Medium High Density*, *High Density* and *Priority Housing Overlay* land use categories is shown below:



[1] *Source:* Community Development Department.

The AUD program is limited to 250 units or an 8 year lifetime, whichever occurs first. Typical characteristics of the AUD land use categories are shown below:

GP Land Use Category	New Units	Dwelling Units per Acre	Square Feet[1]
Medium-high Density	N/A	15-27	805 - 1,450
High Density	N/A	28-36	970 - 1,245
Priority Housing Overlay[2]	N/A	49-63	811 - 970

Other future AUD performance measures may include: Location of employment (Downtown, South Coast Region, Other), price point of rental and affordable ownership units and turnover of units/vacancy rates. Because existing data are not available for these performance measures, they will be considered as part of Phase II of the AMP, when new monitoring and surveys will be considered.

Conclusion/Recommendation:

Given that the implementing ordinance has not yet been adopted, no conclusions can be drawn. After ordinance adoption, the indicator will be monitored over time to evaluate whether higher density development is occurring in prioritized areas of the city.

[1] Average unit size range

[2] This density tier is intended to encourage rental, employer, and co-op housing

Housing Element

Goal:

New Housing Development. Encourage the production of new housing opportunities which are sustainable, and increase equity by providing a sufficiently wide range in type of affordability to meet the needs of all economic and social groups, with special emphasis on housing that meets the needs of extremely low, very low, low, moderate, and middle income and special needs households.

Policy:

Housing Opportunities (GP H1, H2 and LG1). Promote equal housing opportunities for all segments of the community with special emphasis given to extremely low, very low, low moderate, middle income and special needs households.

Indicator	2011	2012	Target	Unit	% Change
Affordable housing units[1]	81	**54**	?	Dwelling units	-33.3
└ **Total new units (market & affordable)**	138	**91**	?	Dwelling Units	-34.1
└ **Converted or demolished**[2]	6	**17**	?	Dwelling Units	+183.3

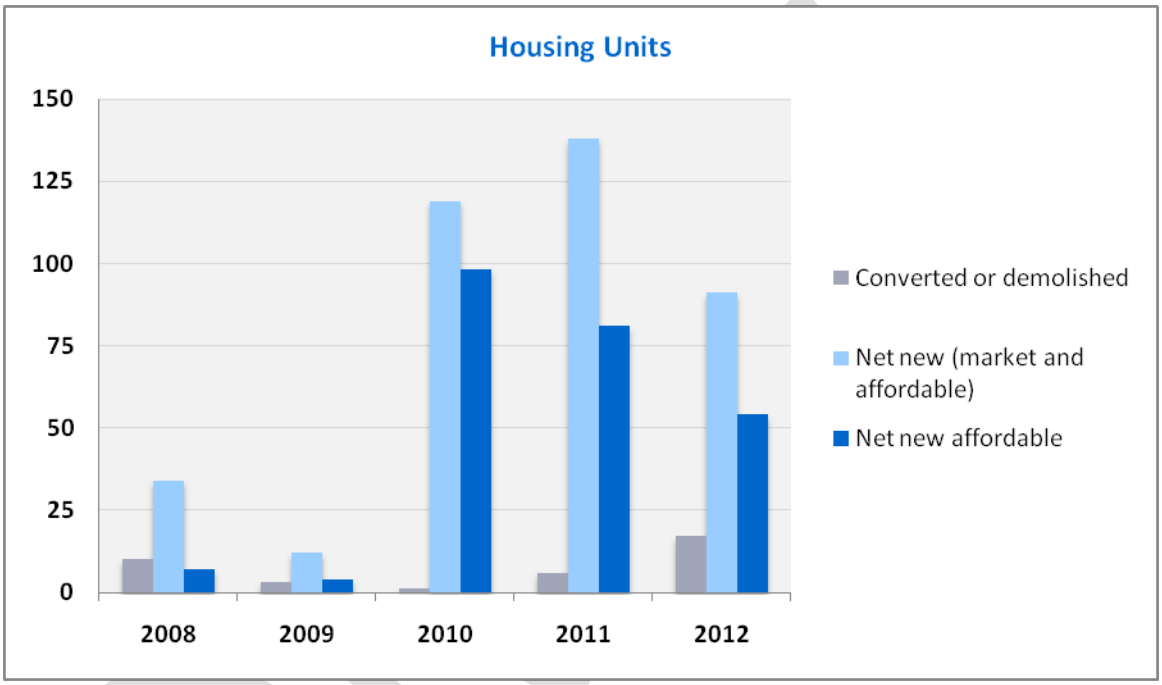
Significance of this indicator:

The number of *affordable housing units* reflects the City's goals of providing equal housing opportunities for all social classes and income levels, improving the regional jobs-housing imbalance, and preserving the City's community and culture. The annual totals for this indicator reflect the net change of dwelling units and are calculated with annual building permits issued. Affordable housing includes all below market-rate housing and affordable housing subcategories as defined in the *2012 Revised Housing Element*. According to the *2010 Plan Santa Barbara General Plan Update FEIR*, the City supplies 3,427 (76 percent) of the 4,516 affordable housing units on the South Coast that have been subsidized by local government programs.

[1] *Source:* Community Development Department.
[2] Includes housing units converted to commercial use or units demolished and not replaced.

It should be noted that the Redevelopment Agency (RDA) has historically served as a primary funding source for affordable housing, due to state law requiring that 20% of RDA tax increment collected be allocated to affordable housing projects. In 2011, State Legislature passed ABx1 26, which dissolved all Redevelopment Agencies in California and gave them no authority to commit new funds as of July 1, 2011. As a result, funding for affordable housing has been significantly reduced.

The graph below shows five year residential growth trend data:



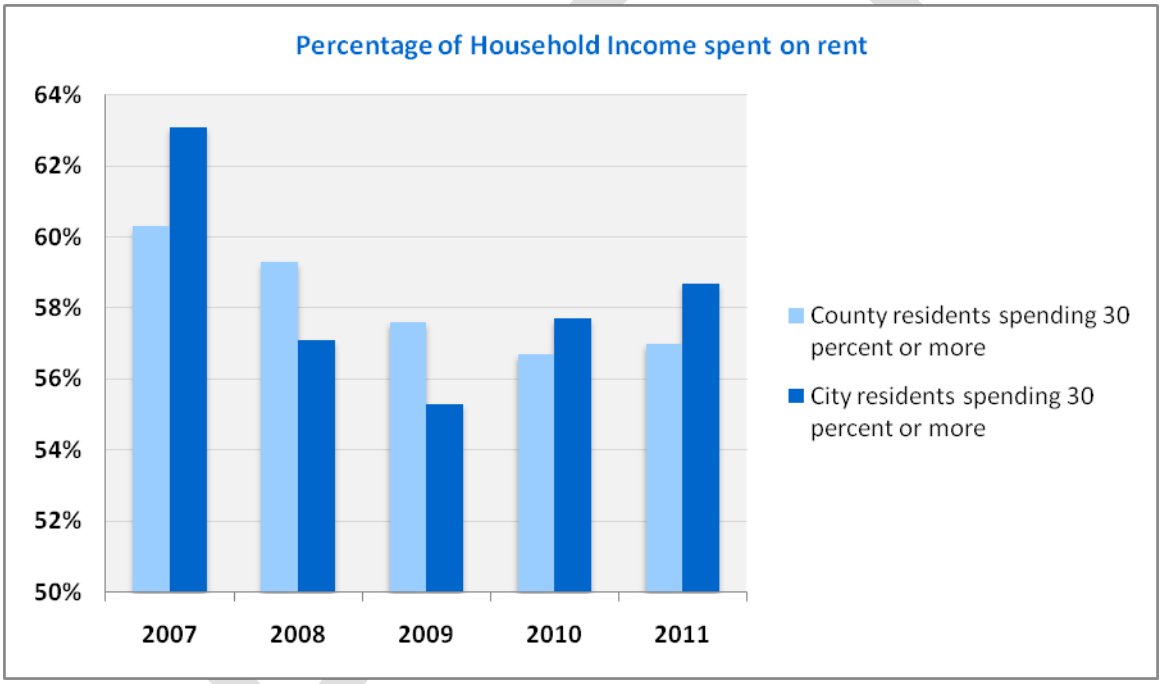
Conclusion/Recommendation:

Residential growth over the past five years has been heavily influenced by a slow economy and the housing market collapse. With the Redevelopment Agency dissolved, securing funding for affordable housing has become increasingly difficult. As a result, the annual target of 151 net new affordable units was not reached. This indicator will continue to be monitored over time to track residential growth and determine whether new targets should be considered given the significant reduction in funding for affordable housing.

Indicator	2010	2011	Target	Unit	% Change
Percentage of renters spending 30 percent or more of household income on housing[1]	57.7	**58.7**	N/A	Percent of renters	+1.7

Significance of this indicator:

Percentage of renters spending 30 percent or more of household income on housing is a city-wide barometer of housing affordability as the City, as well as most State and Federal housing programs, consider 30% of household income spent on rental housing the upper threshold of affordability. In 2010, the City percentage of renters spending 30% or more was 1.8% higher than the County-wide value (of 56.7%). In 2011, the City percentage of renters spending 30% or more was 3.0% higher than the County-wide value (of 57.0%). Recent trend data is shown in the graph below:



Conclusion/Recommendation:

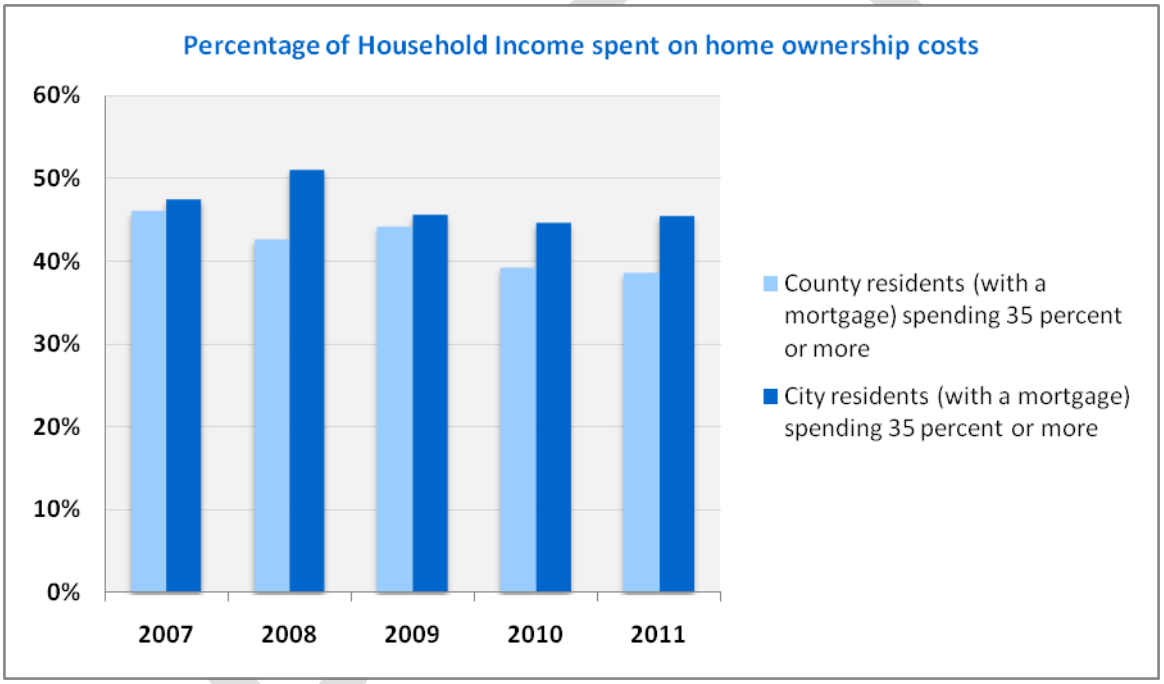
From 2007 to 2009, the percentage of City residents spending 30 percent or more of Household Income on rent dropped by over 12 percent. This trend was reversed from 2009 to 2011, when the percentage of City residents increased by over 6 percent. Over this five year period, the City value decreased by 7%, while the county value decreased by 5.5%. The county values indicate a steady decrease to leveling trend, while the City value has featured a large fluctuation and current rising trend. City programs that promote affordable housing should continue to be supported.

[1] *Source:* 2007-2011 ACS 1 Year Selected Housing Characteristics

Indicator	2010	2011	Target	Unit	% Change
Percentage of homeowners spending 35 percent or more of household income on ownership costs [1]	44.6	**45.5**	N/A	Percent of owners with a mortgage	+2.0

Significance of this indicator:

Percentage of homeowners spending 35 percent or more of household income on ownership costs is a city-wide barometer of housing affordability as the City, as well as most State and Federal housing programs, consider 35% of household income spent on home ownership costs the upper threshold of affordability. In 2010, the City percentage of home-owners spending 35% or more was 13.5% higher than the County-wide value (of 39.3%). In 2011, the City percentage of home-owners spending 35% or more was 17.6% higher than the County-wide value (of 38.7%).



Conclusion/Recommendation:

From 2007 to 2011, a higher percentage of City residents with a mortgage have been paying 35 percent or more of household income on home ownership costs than the County-wide equivalent. The county value decreased by almost 16% during this five year period and indicates a downward trend, while City value decreased by just over 4% and suggests a more level trajectory. Affordable housing programs should continue to be supported and encouraged by the City to improve the affordability of home ownership.

[1] Includes only Housing Units with a mortgage. *Source:* 2007-2011 ACS 1 Year Selected Housing Characteristics

Policy:

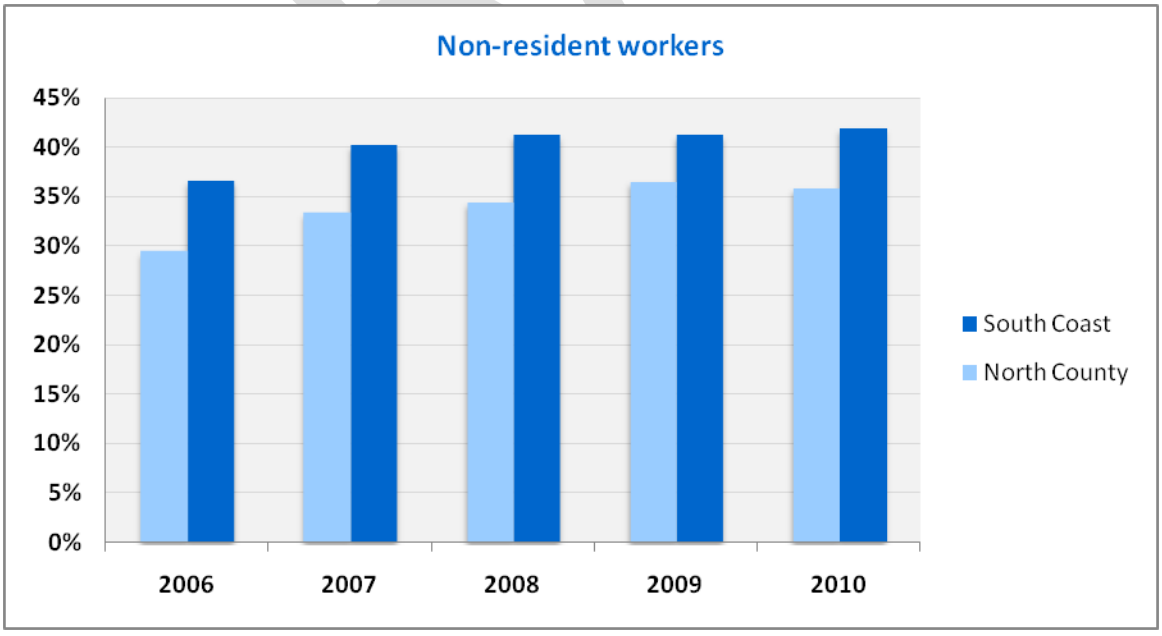
Work to Solve Regional Jobs/Housing Imbalance (GP H22, EF23). The City is committed to working with neighboring jurisdictions and the private sector to solve the regional jobs/housing imbalance in a regional manner.

Indicator	2009	2010	Target	Unit	% Change
Non-resident workers[1]	41.2	**41.9**	N/A	Percent of workers	+1.7
└ **Net inflow of workers into the South Coast**	15,369	**15,636**	N/A	Number of workers	+1.7

Significance of this indicator:

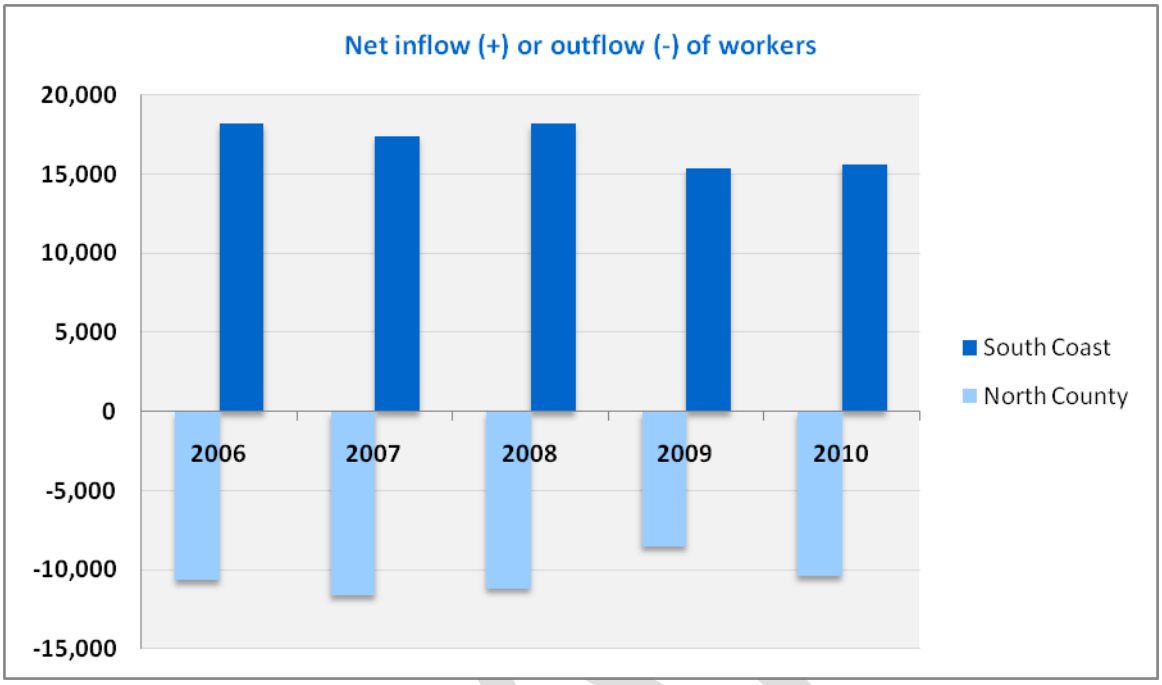
The Non-resident workers indicator is a barometer of the regional jobs/housing imbalance, which is assumed to reflect housing affordability. Because the South Coast is considered one housing market, the geography of this indicator extends beyond the City of Santa Barbara to include the City of Carpinteria, City of Goleta, Unincorporated Carpinteria, Montecito, Summerland, Toro Canyon, Mission Canyon, Eastern Goleta Valley, Isla Vista, Hope Ranch, UCSB and Gaviota. A large percentage of individuals who work in the South Coast, but live elsewhere, suggests a lack of affordable housing units and discrepancy between the housing stock and the types of housing that workers demand.

Recent South Coast non-resident worker trend data is compared with equivalent North County (all regions in Santa Barbara County not included in the South Coast) values in the graph below:



[1] *Source:* 2006-2010 Longitudinal Employer-Household Dynamics (LEHD) data accessed via US Census Bureau OnTheMap application

Recent South Coast worker inflow data is compared with equivalent North County values in the graph below:



Conclusion

From 2006 to 2010, there were a larger percentage of non-resident workers in the South Coast than in the North County. Both the South Coast (+15%) and North County (+22%) showed an upward trend in non-resident City workers over this five year period. The South Coast featured a significant inflow of workers, while the North County featured a large outflow of workers. This suggests that the South Coast contains more jobs than housing, while the North County includes more housing than jobs. Affordable housing programs should continue to be supported and encouraged by the City to improve the regional jobs/housing imbalance and limit commuter congestion, carbon emissions, and loss of community and culture.

Open Space, Parks and Recreation Element

Goal:

Open Space Opportunities. Protect and enhance the city's livability, accessibility and character, and the community's health, through the generous provision of a variety of accessible public open space opportunities.

Policy:

Variety and Abundance (OP 1). Provide ample open space through a variety of types, including nature reserves, parks, beaches, sports fields, trails, urban walkways, plazas, paseos, pocket parks, play areas, gardens, and view points, consistent with standards established for this city.

Indicator	2011 FY[1]	2012 FY	Targets	Unit	Cumulative
Net new trees planted[2]	-35	**137**	>=0 annual, 1,000 total by 2030	Trees per year	137

Significance of this indicator:

Number of trees planted reflects the City's goal of maintaining its existing character by assuring that the number of new trees planted in the City's urban forest is as least equal to the average number of trees lost each year. It also reflects *Climate Action Plan (CAP)* policy 39, which sets of a goal of 1,000 new trees from 2012 to 2030 to increase carbon sequestration[3]. In addition, this indicator reflects the City's goals of a healthy environment, improved livability, and the established standard of being named "Tree City U.S.A." (the City has maintained this distinction since 1980).

Both this indicator and the associated targets include only street trees. The City operates other tree-planting initiatives such as the Creek Tree Program, which provides financial support to private landowners who improve creek habitat through native tree planting (428 riparian trees and shrubs were planted during the 2012 FY[4]), and mitigation agreements with Public Works or private development projects that require tree planting.

Conclusion/Recommendation:

Parks and Recreation program is on trend to maintain tree replacement. Program is also on trend to meet CAP policy 39 and plant an additional 1,000 trees by 2030.

[1] The Fiscal Year (FY) runs from July 1st to June 30th

[2] Assumes 150 trees are lost annually. *Source:* FY11 and FY12 Parks & Recreation Department Forestry P3

[3] There is currently no funding or implementing program for this policy

[4] *Source:* FY12 Creeks Restoration and Water Quality Improvement Program P3

Economy and Fiscal Health Element

Goal:

Green Businesses. Encourage more "green" businesses.

Policy:

Green/Sustainable Businesses (GP EF5). Provide where practicable a green promotional and economic development program to support businesses that: Develop or provide "green/sustainable" products, such as recycled building materials, alternative transportation vehicles, alternative energy sources organic agriculture, etc; Enhance the natural environment, conserve energy, water or materials, prevent pollution, reduce waste; Provide environmental education to the community about City programs.

To date, the City's primary efforts to encourage green businesses have been through the Creeks Division's Clean Water Business Program and support of the Santa Barbara County Green Business Program. The City is also involved in a number of other programs such as the South Coast Energy Efficiency Partnership, County empower financing program, Built Green SB, solar programs and Water Wise program. The indicators below are selected components taken from those programs.

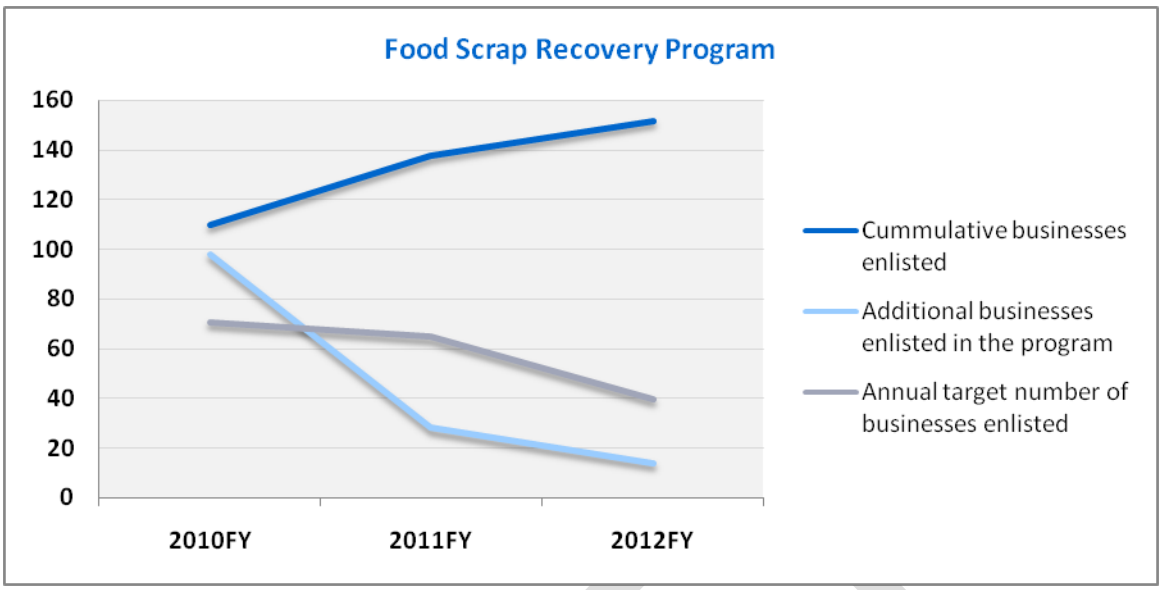
Indicator	2011 FY	2012 FY	Target	Unit	Cumulative
Additional food-service establishments enlisted in the Foodscrap Recovery and Composting Program[1]	28	**14** (-100%)	40	Establish-ments	152
	2,537	**2,775** (+9.4%)	?	Tons of waste diverted	6,383[2]

Significance of this indicator:

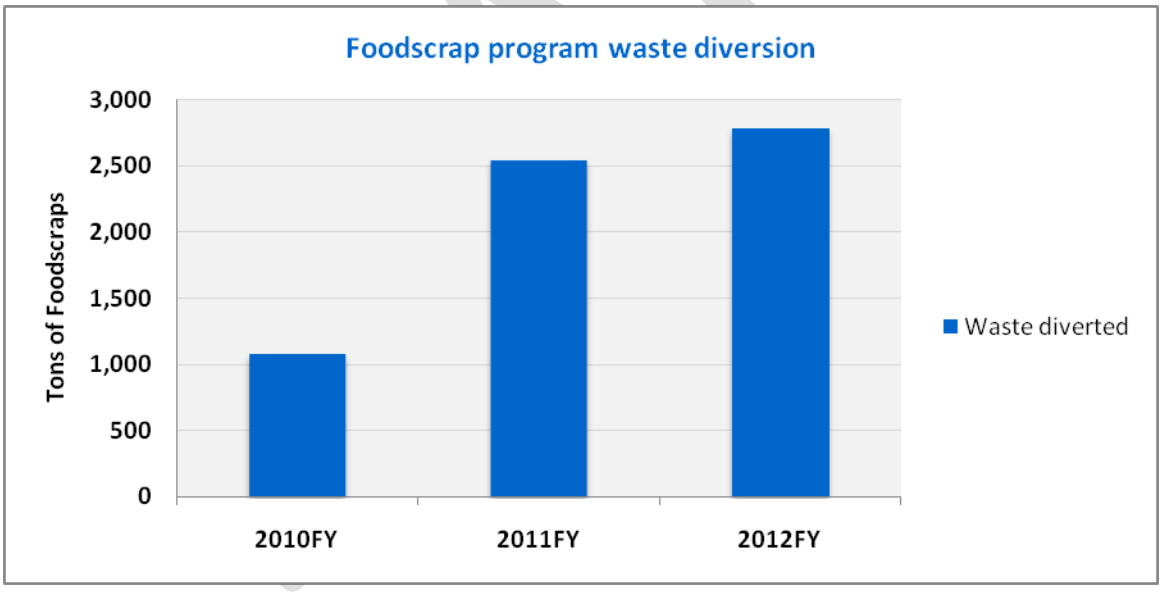
Additional food-service establishments enlisted in the Foodscrap Recovery and Composting Program reflects City-wide sustainability initiatives and waste diversion goals to assure that we live within our means and maximize the lifespan of the Tajiguas landfill.

The program launched November 1st, 2009 and was intentionally restricted to those who specially requested this service from the City, due to limited staffing and economic resources. Recent business participation data is shown in the graph on the following page.

[1] *Source:* Environmental Services Department
[2] 2010FY base year



Recent waste diversion data for this program is shown below:



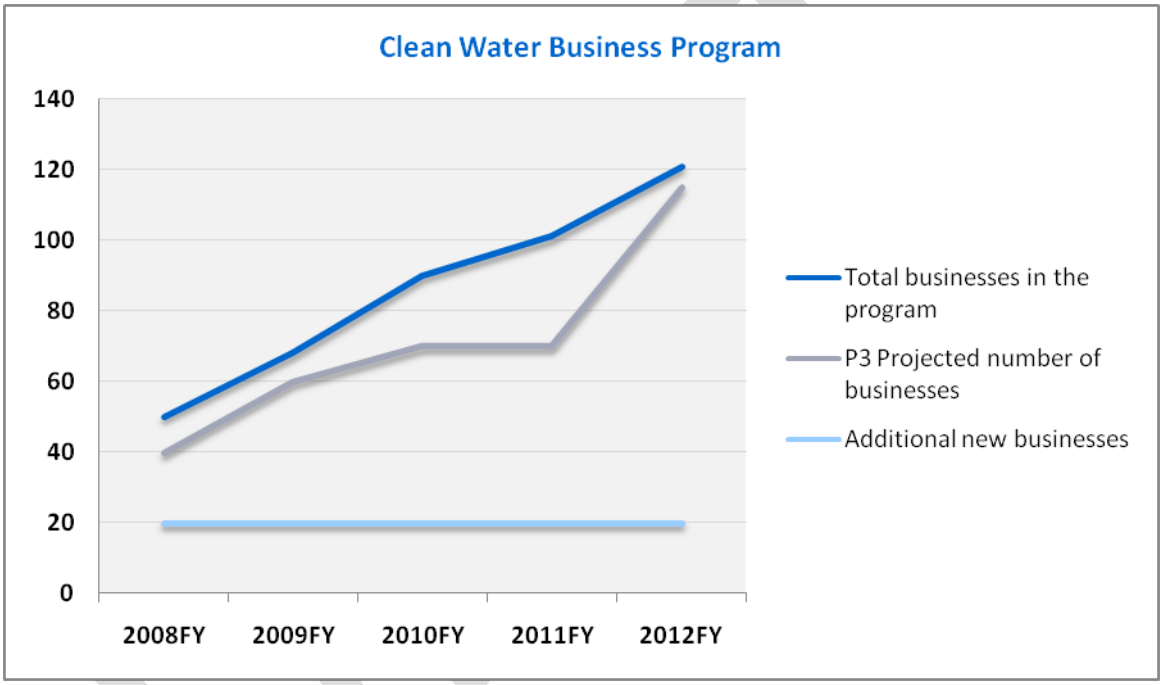
Conclusion/Recommendation:

Tons of foodscraps diverted from landfill disposal has increased 39% in 3 years. Staff expects this trend to continue for the next 5 years. Under the City's new contract with MarBorg, the company will be working directly with food-serving businesses to implement foodscraps collection. Diverting food is key to the City's overall diversion rate as organic waste (food and green) comprise approximately 37% of what is currently found in the City's trash stream.

Indicator	2011 FY	2012 FY	Target	Unit	Cumulative
Businesses participating in the Clean Water Business program[1]	20	**20** (+0%)	20	Businesses per year	121

Significance of this indicator:

The number of *businesses participating in the Clean Water Business program* reflects City-wide sustainability initiatives and water quality goals of storm-water pollution mitigation. The chart below shows the additional number of new businesses, total number of businesses in the program and projected total number of businesses in the program over the last five fiscal years (2008-2012FY):



Conclusion/Recommendation:

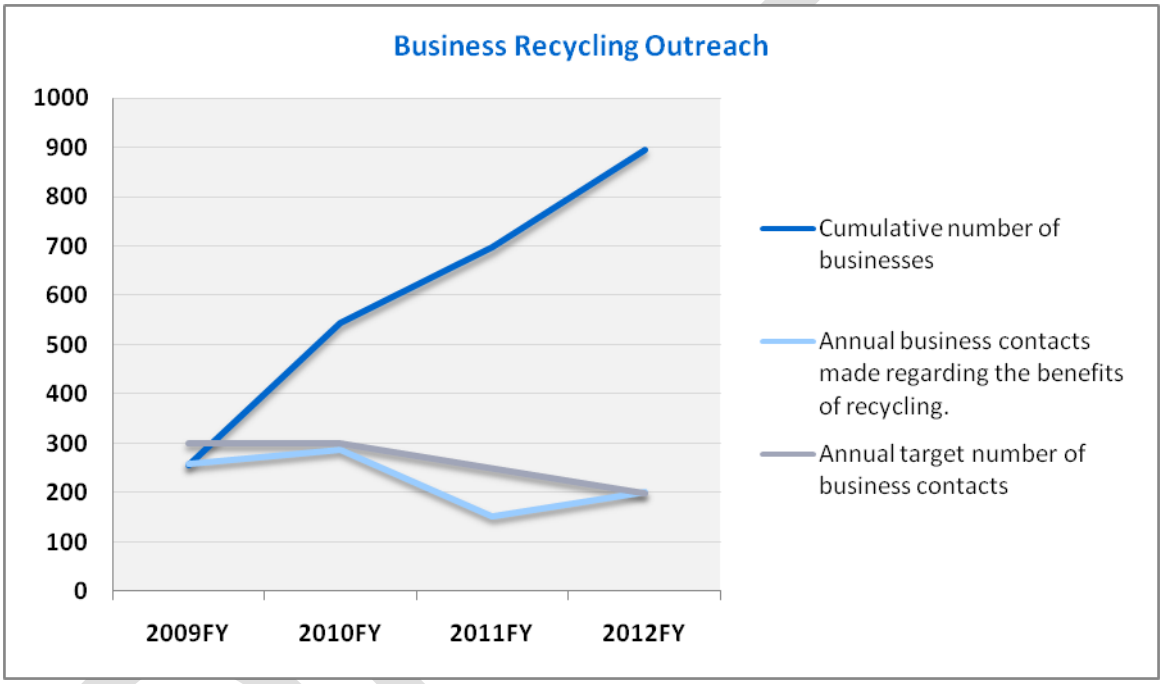
Over the last five fiscal years (2008 to 2012), the targeted number of additional businesses enrolled in the program was achieved each year, adding 100 additional businesses to the program. During this time period, 29 businesses left the program, resulting in a 71 percent businesses retention rate over these five years, which annually met and exceeded the P3 projected values. The program is on trend to continue to add 20 businesses to the program annually.

[1] *Source:* FY08 - FY12 Parks and Recreation Department Creeks Restoration and Water Quality Improvement P3

Indicator	2011 FY	2012 FY	Target	Unit	Cumulative
Business contacts made regarding the benefits of recycling [1]	152	**200** (+31.6%)	200	Businesses contacted per year	897

Significance of this indicator:

Business contacts made regarding the benefits of recycling reflects the City-wide sustainability initiative of providing environmental education to the community.



Conclusion/Recommendation:

The City has demonstrated a strong commitment to helping business customers to establish new or to improve existing diversion programs. Contacts have diminished in recent years due to long-term vacancies in outreach staffing due to budgetary constraints. Moreover, under the City's new contract with MarBorg, the company will be working directly with medium and large food-serving businesses to implement recycling programs.

[1] *Source:* FY09 - FY12 Environmental Services Department Solid Waste P3

Historic Resources Element

Goal:

Protection and Enhancement of Historical Resources. Continue to identify, designate, protect, preserve and enhance the City's historical, architectural, and archaeological resources. Ensure Santa Barbara's "sense of place" by preserving and protecting evidence of its historic past, which includes but is not limited to historic buildings, structures and cultural landscapes such as sites, features, streetscapes, neighborhoods, and landscapes.

Policy:

Protect Historic and Archaeological Resources (GP HR1). Protect the heritage of the City by preserving, protecting and enhancing historic resources and archaeological resources. Apply available governmental resources, devices and approaches, such as the measures enumerated in the Land Use Element of this Plan, to facilitate their preservation and protection.

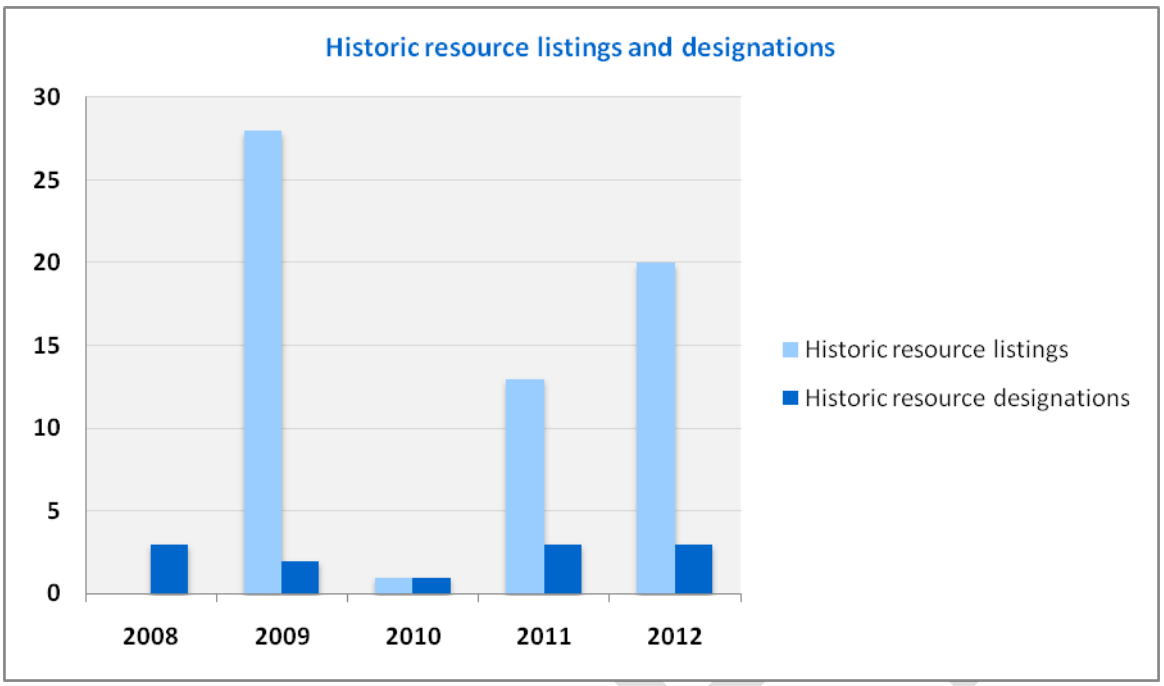
Indicator(s)	2011	2012	Target	Unit	% Change
Historic resource listings[1]	13	**20**	100	Listings	+53.8
└ **Historic resource designations**	3	**3**	10	Designations	0

Significance of this indicator:

The *Historic resource listings* indicator is based on the City's efforts to ensure that individual historic resources are identified and protected. The number of historic resource listings naturally varies annually due to the period manner in which the Design Review Section takes on the listing task. Listings for the City's *Potential Historic Resource List* began in 2002, and were subsequently updated with additional properties in both 2007 and 2009. Since that time, the Design Review Section has focused on the completion of three historic resource surveys, which include approximately 2,700 properties. The results of these surveys will be presented to the Historic Landmarks Commission (HLC) in 2013 and the number of historic resource listings may exceed the 100 listings target.

The graph on the following page includes five year trend data of the number of historic resource listings and designations. It should be noted that the high number of listings in 2009 is due to the fact that the Design Review Section waited several years to include multiple year's worth of listings all at once.

[1] *Source:* Design Review Section



Conclusion/Recommendation:

The targeted number of historic resource listings (100) may be reached in 2013 after the three newest historic resource surveys are reviewed by the HLC. The low level of individual historic resource designations is due both to time and staffing allocation constraints. Historic resource designations often necessitate property owner cooperation, which requires significant staffing resources to process, work and complete the designations.

Environmental Resources Element

Goal:

Sustainable Resource Use. Protect and use natural resources wisely to sustain their quantity and quality, minimize hazards to people and property, and meet present and future service, health and environmental needs.

Policy:

Climate Change (GP ER1). As applicable, private development and public facilities and services may be required to incorporate measures to minimize contributions to climate change and to adapt to climate changes anticipated to occur within the life of each project.

Indicator	2010	2011	Target	Unit	% Change
City operations Greenhouse Gas (GHG) emissions[1]	10,993	**10,793**	<12,225 by 2012	Metric Tons CO_2e	-1.8

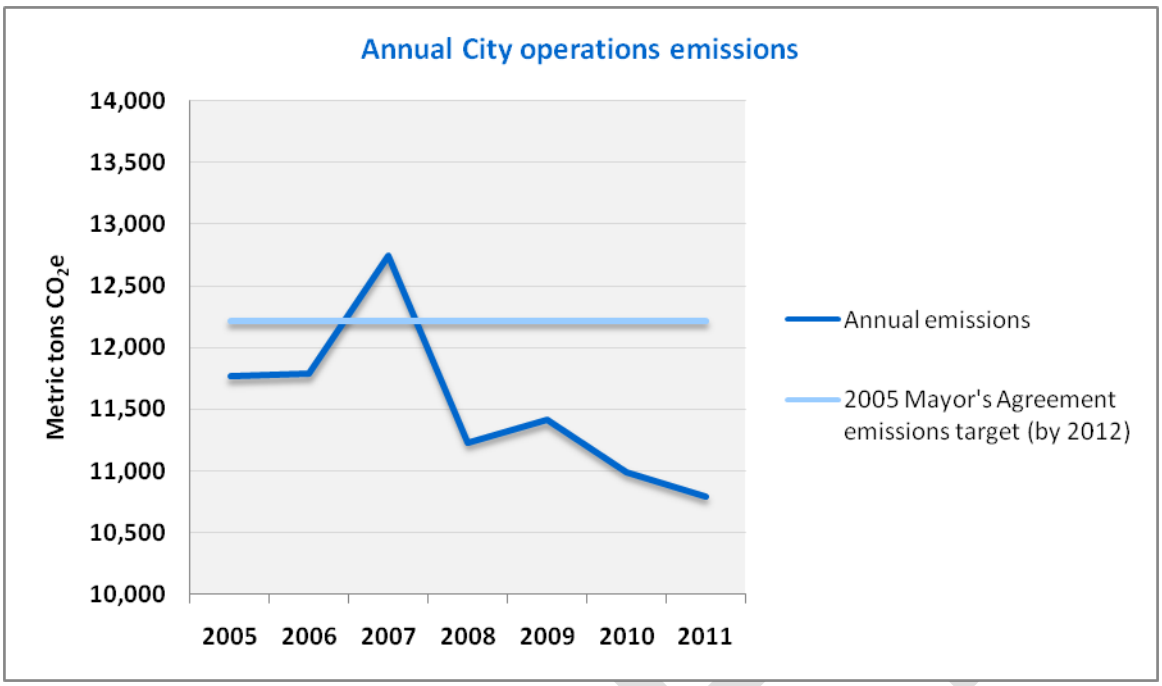
Significance of this indicator:

City operations Greenhouse Gas (GHG) emissions compares annual emissions to the Kyoto Protocol target identified in the 2005 Mayor's Agreement, which is a reduction of City operations emissions to 12,225 MT CO_2e (7% below 1990 levels by 2012). GHG emissions are directly linked to climate change and the associated hazards and environmental effects.

The City is committed to limiting its contribution to climate change, as reflected in the *2011 City of Santa Barbara General Plan*'s sustainability framework and the *2012 Climate Action Plan's* climate change mitigation and adaptation strategies. Existing initiatives include the South Coast Energy Efficiency partnership, which aims to make the South Coast a leader in energy efficiency; the Architecture 2030 challenge, which targets carbon neutral building operations for new buildings by 2030; the Smart Landscape Rebate program, which provides rebates for water-conserving plants and irrigation; the Foodscrap composting program, which diverts restaurant food waste from the landfill; and mixed use and multimodal land use and travel policy.

The graph on the following page features recent greenhouse gas inventories for the City.

[1] *Source:* 2012 Santa Barbara Climate Action Plan



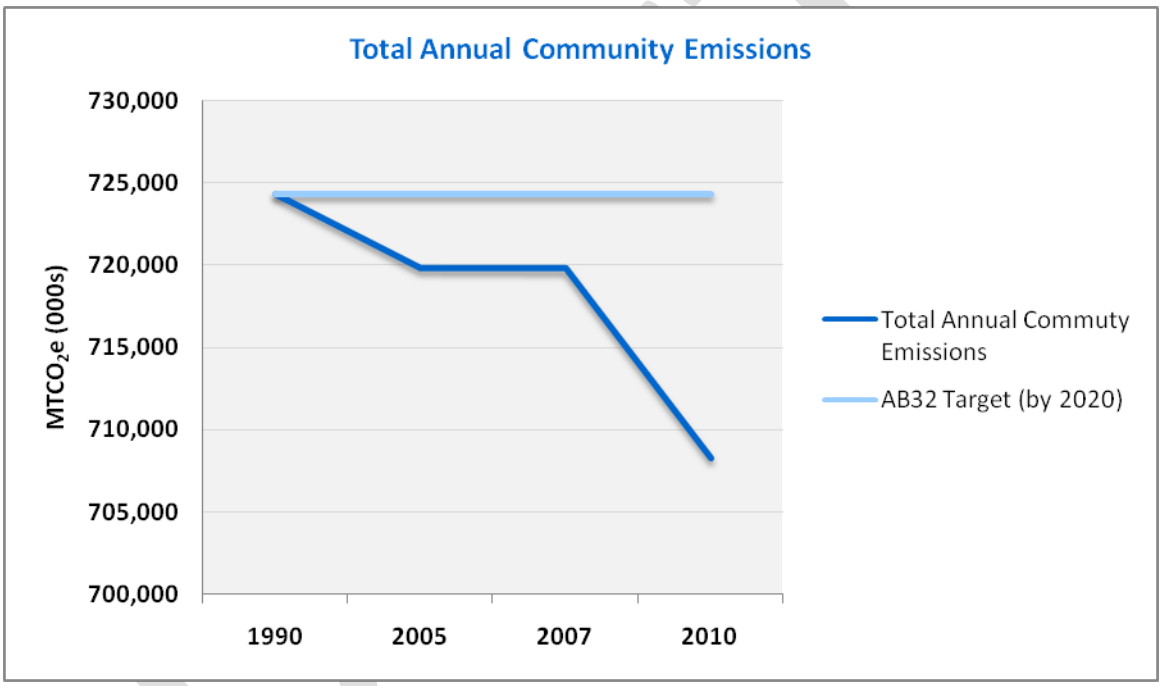
Conclusion/Recommendation:

The emissions target was reached in 2008 and City operations emissions are trending downwards. The City is doing its part to limit emissions and the associated climate and environmental impacts.

Indicator	1990	2010[1]	Target	Unit	% Change
Total annual community greenhouse (GHG) emissions[2]	724,388	**708,299**	724,388 by 2020	Metric Tons CO_2e	-2.2

Significance of this indicator:

Total Annual Community Emissions compares the most recent GHG inventory of total annual Citywide emissions to 1990 emissions levels (724,388 $MTCO_2e$). Both the City's *Climate Action Plan (CAP)* and State legislated AB 32 target a reduction in GHG emissions to 1990 levels by the year 2020, as 1990 levels were quantified to reflect an estimated 15 percent reduction from 2005 emissions levels. Recent carbon emission estimates are shown in the graph below:



Conclusion/Recommendation:

The 2012 City GHG inventory estimates for citywide greenhouse gas emissions in 2005, 2007, and 2010 show a decreasing trend for overall emissions. The AB32 emissions reduction target (1990 levels) has already been met.

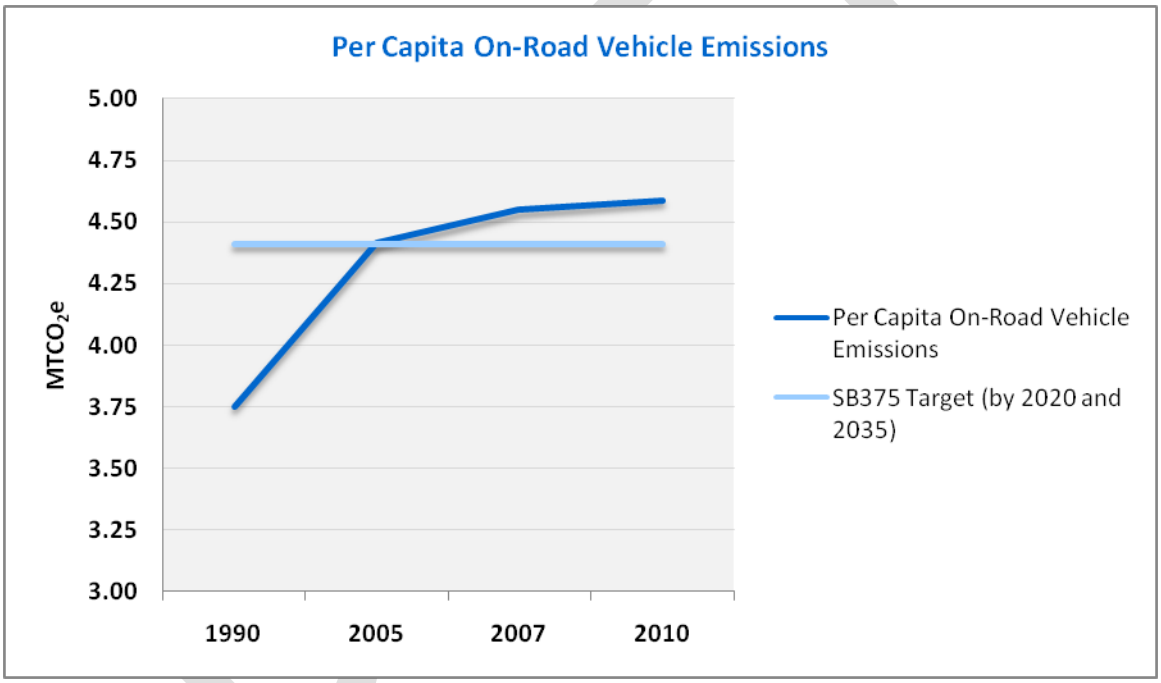
[1] Most recent GHG inventory data are from 2010

[2] *Source:* 2012 Santa Barbara Climate Action Plan pg 2-10

Indicator	2005	2010	Target	Unit	% Change
Per Capita Vehicle Greenhouse Gas (GHG) emissions[1]	4.413	**4.589**	4.413 by 2020 and 2035	Metric Tons CO_2e	+4.0

Significance of this indicator:

Per Capita GHG emissions compares the most recent estimate of per-capita vehicle GHG emissions to 2005 emissions levels (4.413 MT CO2e/person). The City's Climate Action Plan, State legislated SB 375, the Santa Barbara County Association of Governments (SBCAG) and the California Air Resources Board (CARB) target a zero net increase in per capita vehicle emissions from 2005 levels in the both 2020 and 2035. GHG emissions are directly linked to climate change and the associated hazards and environmental issues. Recent carbon emission estimates are shown in the graph below:



Conclusion:

The 2012 City GHG Inventory estimates for per capita vehicle emissions in 2005, 2007, and 2010 show vehicle emissions first increasing and then beginning to level off. If the reduction trend continues, the City would be expected to meet the year 2020 and 2035 vehicle emission targets.

[1] Includes passenger vehicle and light truck travel. *Source:* 2012 Santa Barbara Climate Action Plan

Circulation Element

Goal:

Integrated Multi-Modal Transportation System. Create a more integrated multi-modal transportation system to connect people, places, goods and services. Provide a choice of transportation modes and decrease vehicle traffic congestion.

Policy:

Transportation Infrastructure Enhancement and Preservation (GP C1). Assess the current potential demand for alternative transportation and where warranted increase the availability and attractiveness of alternative transportation by improving related infrastructure and facilities without reducing vehicle access.

Indicator	2011 FY	2012 FY	Target	Unit	% Change
Percent of intersections at Level of Service C or better[1]	N/A	**N/A**	N/A	Percent	N/A

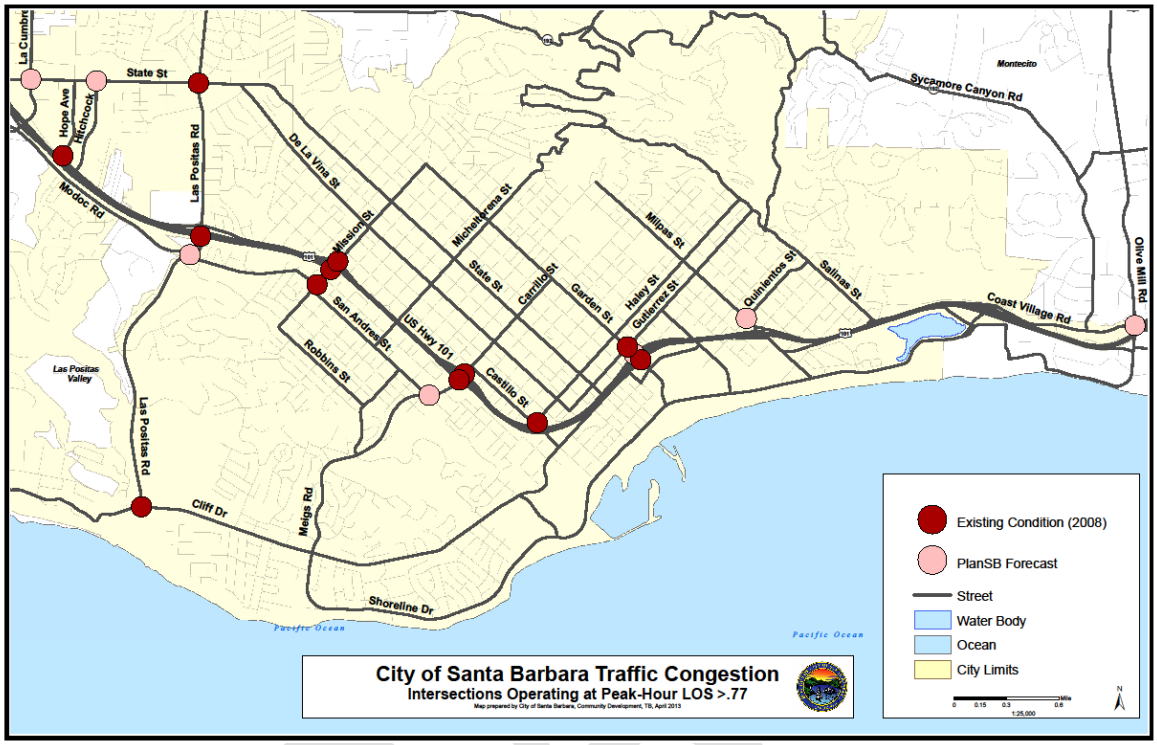
Significance of this indicator:

Percent of intersections at Level of Service C or better highlights the City's auto congestion during peak hours. Level of service (LOS) is a common measurement used to evaluate traffic congestion levels and traffic system operating conditions. LOS ranges from "A" (free-flow conditions with little to no delay) to "F" (excessive delays and low travel speeds). The city's goal is to decrease vehicle traffic congestion. With the incremental increase in land development over time, the return of a strong economy, and the completion of Highway 101 freeway widening, congestion is likely to worsen. This indicator will be used to determine the appropriate timing for a more comprehensive traffic count for the city's most impacted intersections, or to give City Council and opportunity to implement potential traffic mitigation strategies.

The City currently performs annual traffic counts for the Santa Barbara County Association of Governments' (SBCAG) *Congestion Management Program (CMP)*. However, because both the number and locations of the traffic counts vary annually, CMP data are not appropriate for annual comparison. As a result, this data was excluded from this report. The City plans to begin traffic counts at targeted intersections during 2013, to be monitored annually for future AMP reports.

[1] *Source:* Public Works Department Transportation Engineering Division

A map featuring existing peak-hour congested intersections (2008 data) and *Plan Santa Barbara* forecasted intersections with peak-hour congestion is shown below:



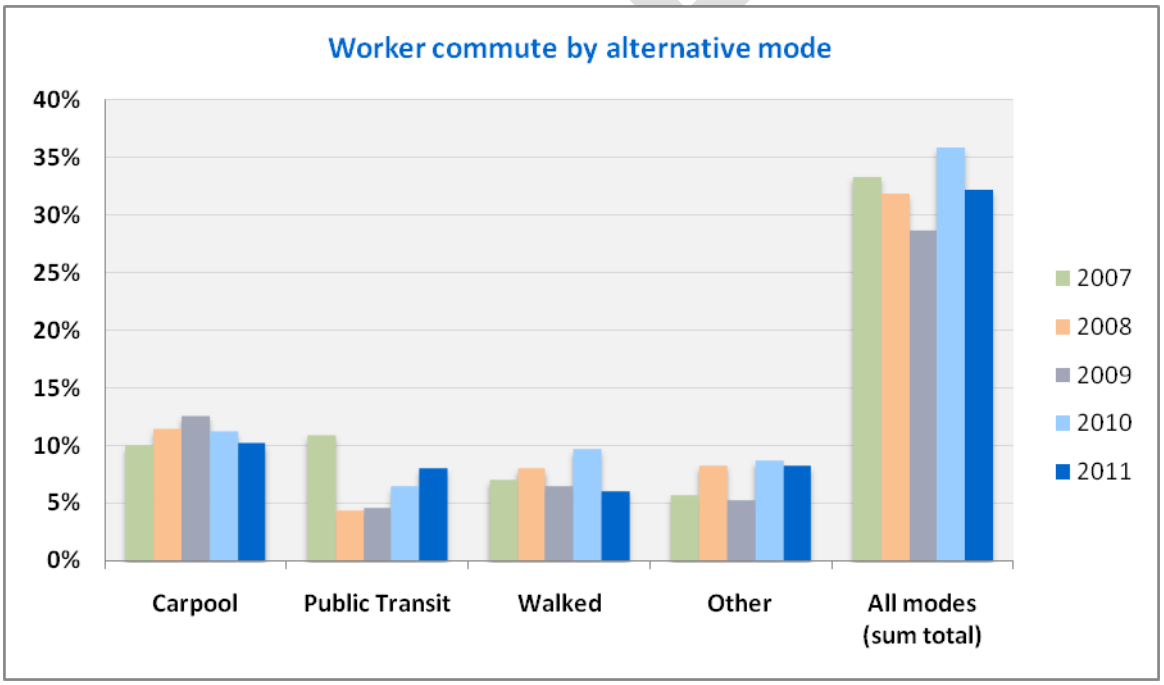
Conclusion/Recommendation:

Given that the new, annually replicable counts have not yet been conducted, no conclusion can be drawn at this time.

Indicator	2010	2011	Target	Unit	% Change
Commute by alternative mode[1]	35.84	**32.25**	40	Percent	-10.0

Significance of this indicator:

Commute by Alternative Mode reflects the City-wide use of alternative transportation during peak commute hours. Congestion levels tend to improve as alternative mode usage increases. This indicator is based on the US Census Bureau / American Community Survey (ACS) definition of "Means of Transportation to Work" and includes only resident workers who commute (individuals who work at home are excluded). It should be noted that this indicator provides a snapshot of the community's transportation mode split and does not include recreational or other non-work travel characteristics, which may differ from commute levels. In addition, the ACS questionnaire directs respondents to report the mode that was taken most often, which may cause alternative transportation use to be under-reported, as respondents who use alternative transportation one or two days a week would not be included in this data. Five year trend data is shown below:



Conclusion/Recommendation:

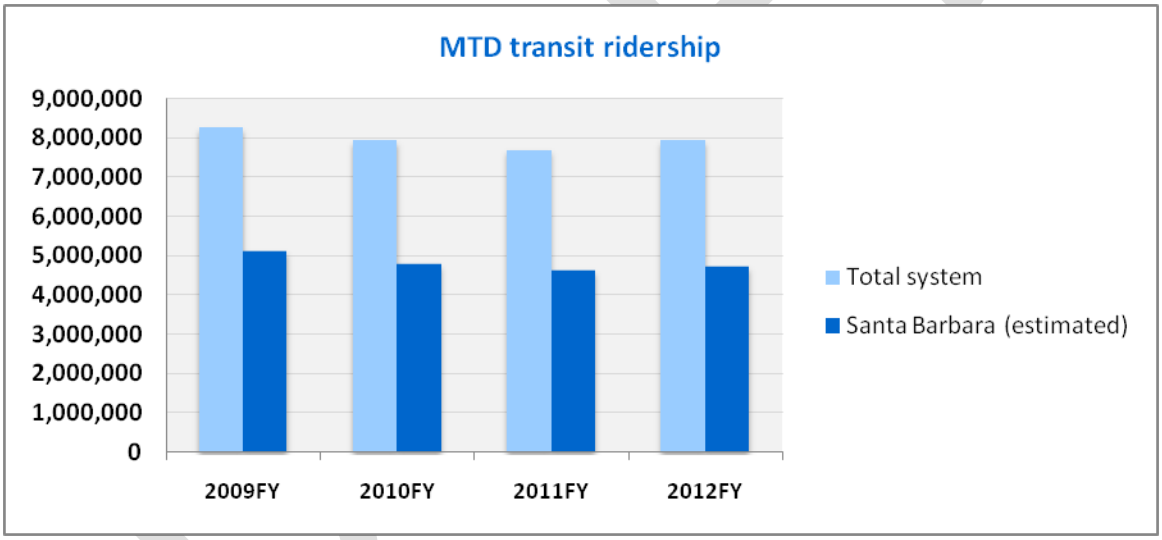
This indicator will be monitored over time to determine the city's success in maximizing people's ability to use alternative modes as a congestion relief strategy and quality of life measure. By setting the target at 40%, the City can work toward off-setting anticipated traffic congestion increases.

[1] *Source:* 2007 - 2011 1 year ACS Selected Economic Characteristics

Indicator	2011 FY	2012 FY	Target	Unit	% Change
Transit ridership[1]	4,626,063	**4,737,229**	?	Number of riders	+2.4

Significance of this indicator:

The *Transit ridership* indicator includes SBMTD (Santa Barbara Metropolitan Transit District) bus ridership data for the City of Santa Barbara. The SBMTD is the primary transit service provider in the South Coast. Because SBMTD ridership data is not collected by jurisdiction, City ridership data is estimated by allocating boardings evenly across bus stops and bus direction. As an example, if a transit line features 100 total bus stops, and 60 of those bus stops are within City limits, 60% of the line's total ridership is allocated to City ridership levels. Express & regional routes are assumed to feature an even split between passengers entering and leaving Santa Barbara, so 50% of these lines' ridership is allocated to City ridership levels, regardless of the percent of bus stops within City limits. Recent ridership data is shown below:



Conclusion/Recommendation:

City ridership dropped ten percent from the 2009 to 2011 FY, and then rose 2.4% from the 2011 to 2012FY. Over these four fiscal years, City ridership has maintained approximately 60% of total system ridership. This indicator will be measured over time to assess community demand for transit services. Implementing an annual target for Transit ridership should be considered. However, it is important to note that setting a target that maintains or increases ridership levels will require that SBMTD have the resources necessary to maintain or enhance the current level of transit service, which requires that SBMTD's funding be stable or growing. As a result, it is important to protect SBMTD's current funding sources and work with SBMTD to secure additional resources.

[1] *Source:* Santa Barbara Metropolitan Transit District

Safety Element

Goal:

Present and Future Service Needs. Ensure the public infrastructure and services are planned, sited, upgraded and maintained to meet present and future service needs efficiently, economically and in a manner consistent with a sustainable community and climate change.

Policy:

Emergency Workforce (GP PS11). Work cooperatively with other jurisdictions in the South Coast Region to ensure in the event of a disaster, essential workers are available and ready to respond adequately and with timelines.

Indicator	2011	2012	Target	Units	% Change
Number of Residents trained in CERT[1] classes[2]	12	**88**	?	Residents trained	+633.3

Significance of this indicator:

Number of Residents trained in CERT classes reflects the City's resiliency goals because CERT classes teach community members disaster preparedness, fire suppression, disaster medial operations, light search and rescue, disaster psychology and team organization. These classes empower residents to be able to take an active role in emergency preparedness and assist during a disaster when emergency systems and personal may be unavailable or overextended.

In 2011 the program restarted, and only one class was held during the end of that year, which accounts for the large YTD change between 2011 and 2012. The City offers CERT courses in both English and Spanish.

Conclusion/Recommendation:

CERT classes increase the City's resiliency. Implementing an annual target for the *Number of residents trained in CERT classes* should be considered.

[1] Community Emergency Response Team
[2] *Source:* Emergency Services Department

Acronyms and Definitions

ACS – American *Community Survey* – An annual U.S. Census Bureau statistical survey that includes questions previously found in the long-form Decennial Census.

AMP – *Adaptive Management Program* – A City program that monitors the progress of the *General Plan's* policies towards meeting the *General Plan* goals, and provides an opportunity for policy modification where needed.

AUD – *Average Unity Density Incentive Program* – The AUD Program is directed by policies in the Land Use and Housing Elements of the General Plan and Council Resolution No. 09-058, and is intended to replace the existing Variable Density Program. The program is intended to encourage smaller, more affordable units near transit and commercial services.

CAP – *City of Santa Barbara Climate Action Plan* – A plan that addresses climate change issues in accordance with *General Plan* and AB32 directives. The CAP features emission reduction and climate adaptation strategies.

CARB – *California Air Resources Board* – A State of California agency that manages air quality and is tasked with ensuring that AB 32 emission reduction targets are met.

CERT – *Community Emergency Response Team* – A program that teaches residents disaster response skills to improve community resilience during a disaster, when City emergency response resources may be strained.

CO_2e – *Carbon Dioxide Equivalent* – An international unit of greenhouse gas emissions that simplifies the different greenhouse gases into the global-warming potential of carbon dioxide.

EPA – *Environmental Protection Agency* – A federal agency responsible for managing and enforcing federal environmental regulations.

FY – *Fiscal Year* – A time period that extends from July 1st to June 30th.

GHG – *Greenhouse Gas* – Includes gases that contribute to the "greenhouse effect" when emitted into the atmosphere and cause increases in ambient air temperatures, unpredictable weather events and other climatic changes.

GMP – *Growth Management Program* – A replacement for the expired Measure E as the mechanism to limit non-residential growth within the City of Santa Barbara through 2030.

GP – *City of Santa Barbara General Plan* – A plan required by the *State of California* that pertains to the physical, long-term development of the City. The City's plan was originally adopted in 1964, comprehensively updated in 2011 and features the City of Santa Barbara's primary planning policies.

GPCD – *Gallons Per Capita per Day* – A measurement used to describe water demand.

HLC – *Historic Landmarks Commission* – A committee tasked with designating and administrating the City's historic resources and neighborhoods.

LEHD – *Longitudinal Employer-Household Dynamics* – A U.S. Census Bureau program that combines federal and state administrative data on employers and employees with Census Bureau data

RDA – *Redevelopment Agency* **–** An agency tasked with removing blight from cities and required to direct twenty percent of tax increment collected to affordable housing. With the passing of ABx1 26 came the dissolution of all redevelopment agencies in the State of California on February 1, 2012.

SBMTD (MTD) – *Santa Barbara Metropolitan Transit District* – The primary bus service provider in Santa Barbara.

SBCAG – *Santa Barbara County Association of Governments* – Santa Barbara County's regional planning agency. SBCAG distributes transportation funding and addresses regional and multi-jurisdictional issues.

VMT – *Vehicle Miles Traveled* – The total number of miles that vehicles are driven and a common unit in transportation planning.

WY – *Water Year* – A time period that extends from October 1st to September 30th.

YTD – *Year to Date* – A time period that spans from the previous to current calendar year.